Remarks

Claims 1- 21 are pending and reconsideration of those claims is requested.

As a preliminary matter, claims 2 and 7 are amended and new claims 13 and 16 are added to address the objection at page 2 paragraph 1 of the office action. These claims feature a coding of a digital signal onto an ultra high frequency signal that in one specific instance is chosen from a federally defined Location and Monitoring Service range within the UHF range. The LMS designation stands for "Location and Monitoring Service" and is described under Federal Communication Commission (FCC) Rules and Regulations: Part 90, Subpart 90.351 as published in a Personal Communications Industry Association manual dated 3/12/99.

Claim 1 features a method of communicating a warning signal by mounting a transmitter/receiver to an emergency vehicle that outputs a digital signal that is detectable within a range and blanking the transmitter/receiver from its own signal but receiving the signal of approaching emergency vehicles. A receiver is mounted in a motor vehicle that responds to the digital signal from the transmitter/receiver of a transmitting emergency vehicle to detect the digital signal. A visual warning is displayed by a visual indicator mounted to the motor vehicle in response to the digital signal from the transmitter/receiver to warn a motorist and/or an other emergency vehicle of a presence of the transmitting emergency vehicle within the range.

The Jackson patent (US 5,235,329) does not anticipate the subject matter of claim 1. More specifically there is no indication that Jackson outputs a digital signal for detection within a range. Use of a digital signal allows the transmitter to effectively convey the discipline of the vehicle in which the transmitter is mounted. In certain instances the digital signal conveys a unique Identification code for the transmitting vehicle. The use of a digital signal is neither shown nor suggest by Jackson and claim 1 is allowable over the teaching of Jackson. Neither Crockford et al (US 6,630,892) nor Yu et al (6,807,464) overcome the deficiency in the teaching of Jackson and allowance of claim 1 is requested.

Claims 2 – 5 and 13 –15 depend from allowable claim 1 and are allowable as well. The Examiner's attention is specifically directed to amended claim 5 which features the method of claim 1 wherein the receiver of said emergency vehicle is responsive to a single universal

frequeny signal encoded with the digital signal.

This feature of applicant's invention is neither shown nor suggested by Jackson either alone or in combination with the secondary references. Jackson discloses receivers that are wavelength scanners blanked to its own transmitter's frequency. In a large metropolitan area more than one vehicle may have the same frequency and therefore cannot receive the signal of another emergency vehicle since it is blanked from that frequency. To avoid this problem assume each transmitter has a different frequency, that requires each receiver be blanked from receipt of that frequency and adds needless cost and complication in equipping the transmitters and receivers for the metropolitan area. This is avoided with the method of claim 5.

New claims 15 and 16 features the method of claim 1 wherein the digital signal conveys a unique vehicle type or a specific vehicle identification. Jackson neither shows nor suggests an identification code to tell the receiver the type of vehicle nor a specific vehicle ID that is transmitting and this deficiency is not remedied by the secondary references to Yu et al (US 6,807,464) or Crockford et al (US 6,630,892). For this additional reason claims 15 and 16 are allowable.

Claim 6 features apparatus for communicating a warning signal including a transmitter in an emergency vehicle that outputs a digital signal that is detectable within a range. A receiver responds to the digital signal from the transmitter in an emergency vehicle to detect said digital signal. A visual indicator mounted to the motor vehicle that is activated in response to the digital signal from the transmitter to warn a motorist in said motor vehicle of a presence of the emergency vehicle within said range. Since Jackson ('329 patent) neither shows nor suggests the use of a digital signal in the manner recited, this claim is allowable.

Claims 7 – 10 and 17 – 19 depend from allowable claim 6 and are also allowable. The commentary above with regard to claim 5 and 15 and 16 is also applicable with regard to claims 10, 18 and 19 and for this additional reason these claims are allowable.

Claim 11 features a receiver that responds to detection of a digital signal conveying an emergency vehicle type or identification originating from an emergency vehicle by initiating an output signal. A display displays a visual warning in response to the output signal from the receiver and includes a visual indicator mounted to the motor vehicle , which in response to the

digital signal from the transmitter warns a motorist and/or an other emergency vehicle of a presence of the emergency vehicle within a range. This claim is not show by Jackson since that patent does not show detection of a digital signal. For this reason claim 11 is allowable. New claims 12 and 13 depend from allowable claim 11 and is also allowable. See the commentary above with regard to claim 5 concerning new claim 13.

New claims 20 and 21 are independent claims patterned after previously submitted claims 5 and 10. These former dependent claims were indicated as being allowable by the Examiner and new claims 20 and 21 are also allowable. If the Examiner disagrees it is hoped personal contact will be made with the undersigned attorney to discuss these claims.

All claims are allowable and a prompt notification of allowance is solicited. The Commissioner is hereby authorized to charge any required fee under 37 C.F.R. ' 1.17 in connection with this communication to our Deposit Account No. 23-0630.

Respectfully submitted,

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